

1945



AMERICA'S FIRST SMALL WATERCRAFT

PENN VAN BOATS

CANOE • ROWBOAT • SAILBOAT • DINGHIE • INBOARD • OUTBOARD • RUNABOUT • CRAFT FOR SPORTSMEN



PENN YAN CLIPPER—CHALLENGER

NEW in design, NEW in what it costs, NEW in what it will do, this is the boat that many have been waiting for. 16 ft. 6 ins. x 5 ft. 2 ins. Gray Phantom 4-45 motor with reverse gear, 28 miles per hour. Costs less to operate than a 16 horsepower outboard motor.

Round bilge, striplank construction. Designed for use on rough Salt Water. Carries 5 people in relaxed comfort, ahead of noise and spray. Full visibility in all directions. Price \$785.00 with optional equipment extra. Write for Special Literature.



VAMPIRE SAILER

ONE OF the important things that we are fighting for is the right of every man to enjoy his chosen sport. We really mean *important*, for aren't the hours spent fishing, sailing, canoeing, hunting or just plain cruising some of the most important in your life? Of course they are, and nothing adds more to their complete enjoyment than a real good boat.

To a dyed-in-the-wool boat fan, the better the boat, the keener the enjoyment. We at Penn Yan Boats, Inc., know this, for we are boat fans ourselves, as well as lovers of all the grand outdoor sports requiring the use of boats. As a result, we believe we put *more* into our boats than high quality manufacturing alone. We believe that Penn Yan boats have something extra—something that can't be measured by ordinary standards, something that not only makes a boat last longer and give better all around service, but that actually provides more enjoyment during those fine hours in which you are using it.

Look over our boats; study their lines, their exclusive construction methods, all the little details that can mean so much. Then select the one you want, buy a war bond to the amount of its purchase price, and someday we'll get together.

PENN YAN BOATS

INCORPORATED

PENN YAN, N. Y.

1945 Catalog A

New Jersey Marine Inc.
Service & Supply
510 No. Fifth Street
Camden, New Jersey

New Jersey Marine Inc.,
Service & Supply
510 No. Fifth Street
Camden, New Jersey

NO BOATS AVAILABLE FOR THE DURATION

COMPOSITE CONSTRUCTION

The Very Finest for Small Boats

Thousands of Penn Yan Composite boats are in use in all parts of the country. Both by scientific test and actual experience, they have been proven lighter, stronger, safer and longer lived than other types.

Best of all, however, they have shown that THEY PROVIDE COMPLETE BOATING PLEASURE MINUS ANY ELEMENT OF CARE AND WORK. THEY NEVER LEAK AND THEY NEVER REQUIRE ANY ATTENTION TO INSURE THAT THEY WILL NOT.

Naturally, like any really good article, they are not cheap.

Penn Yan Composite boats are produced by first building a smooth planked wooden hull in exactly the same fashion as an ordinary boat is made.

Over this hull a single piece of 24 ounce canvas is machine stretched with a tension up to 12 tons. In some models this canvas is inseparably cemented to the bottom and in others it is not—depending upon the requirements of the type.

The cover is then pyroxylin processed which renders it proof against rot and at the same time gives it a smooth, glass-hard surface that will withstand the wear of dragging over stone and gravel beaches. Being harder than wood, it will resist abrasion much longer.

Penn Yan pyroxylin processed Composite boats should not be confused with oil paint filled, canvas covered boats furnished by other manufacturers. Oil paint soon oxidizes and burns or rots the canvas. No oxidizing occurs with pyroxylin and it permits the use of much heavier material. The finished outer shell of a Composite boat is a full eighth of an inch thick—flexible and hard as steel.

In case of an accident it is easy to make perfect, permanent and invisible repairs. The repaired spot becomes the strongest and longest lived portion of the hull. This is not possible with an ordinary paint filled canvas cover.

COMPOSITE SPECIFICATIONS

Mahogany trim, Composite boats are ribbed and planked with cedar—copper fastened. Keelsons, seat risers and framing are of spruce. Keels, stems and knees, of oak. Transoms, decks, gunwales, seats and backs are of Philippine mahogany. All hardware is solid polished bronze. Nothing is

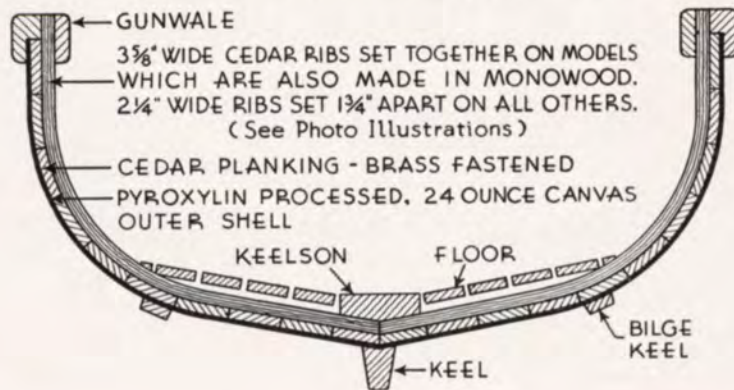
omitted that would add in any way to the beauty or usefulness of the craft. Hulls are enamel finished in colors. All woodwork, decks, trim and interior is finished natural, with spar varnish.

Spruce trim, Composite boats are ribbed and planked with cedar—copper fastened. Keelsons, seat risers, framing and gunwales are of spruce. Transoms, keels, stems and knees are oak. Decks and seats are of cedar. All hardware is solid polished bronze. Hulls are enamel finished in colors. All woodwork, decks, trim and interior is finished natural, with spar varnish.

All models except canoes have 24 ounce canvas covers. Rainbows, Owascos and Guides have No. 8, Hunter models, No. 10.

Full length oak keels, together with bilge keels on round bottoms and angle brass chine strips on vee bottoms, provide protection when ashore. All boats have natural finish removable floors.

SECTION THRU COMPOSITE BOAT



MONOWOOD CONSTRUCTION

For Light, Tight All-Wood Boats

In the case of a large boat, like a cruiser, that is kept afloat, the usual wooden construction that depends upon the swelling of the planks for tightness, is satisfactory. A small boat, however, is usually out of the water more of the time than it is in—and no end of trouble results.

It is necessary to soak the boat before it can be used. The repeated soaking up and drying out loosens fastenings, warps and checks planks. Frequent caulking, puttying and painting must be resorted to as a correction.

The logical answer to all this is a Composite boat; but there are folks who do not want to pay what they cost, and there are others who are prejudiced against the use of any material on the surface of a hull except wood. The Monowood construction meets their requirements and at the same time is free from the troubles common to single planked boats.

The very finest all-wood boats are double planked all over with canvas laid in waterproof glue between the inner and outer skins. The planks are narrow and the fastenings close together. This construction has heretofore been extremely expensive and applied consequently, only to the most costly of runabouts and yachts.

Now, Penn Yan did not attempt to improve on this construction in producing Monowood boats. Instead a *manufacturing process* was developed that permitted it to be turned out at a very low cost. Machine work was substituted for hand work—that is all.

Monowood boats are rugged — built like battle ships to last for a lifetime. They never require caulking and normally do not leak at all. However **NO WOODEN BOAT MADE BY ANYONE, ANYWHERE, CAN BE GUARANTEED AGAINST LEAKAGE.** Under some conditions of use a Monowood may leak a little but at no time will it be more than a very slow seepage. A Monowood is always ready to go.

Contrast this with the common type of single planked small wooden boat which frequently has more than a thousand feet of full length planking seams—every inch of which opens wide when the boat is dried out, resulting, when launched, in instant sinking.

MONOWOOD SPECIFICATIONS

All Monowood models are ribbed and planked with cedar. 60 machine spaced brass fastenings are used in every square foot of area. Canvass, laid

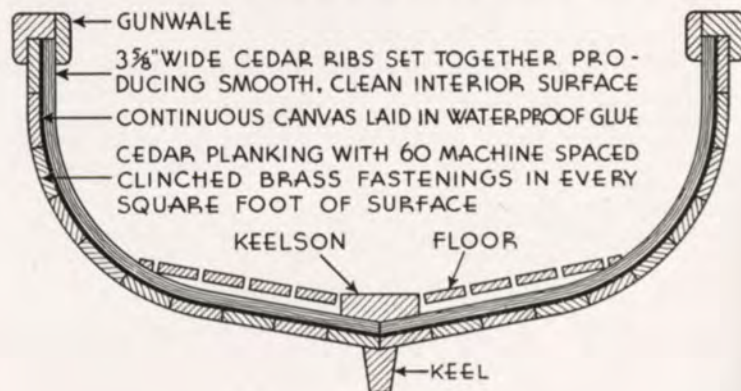
in waterproof marine glue between the skins, is continuous from gunwale to gunwale. This construction, exclusive with Penn Yan, produces a “one piece” hull that is trouble-free and indestructible.

Framing is of spruce and oak. Transoms are built up, double planked, of mahogany, fir and cedar. Keels, stems, and knees are of oak, seats of cedar and gunwales of spruce or mahogany as listed.

The outside of the hulls are enamelled in color. The entire interiors—seats, floor racks and gunwales—are finished natural with spar varnish. Both inside and outside a sufficient number of coats of varnish and enamel are applied to produce a finish that is far above the average of smoothness and lustre. Only top quality materials are used.

All models have full length oak keels and are fitted with removable floors. Vee bottom types have angle brass chine protecting strips.

SECTION THRU MONOWOOD BOAT



STRIPLANK CONSTRUCTION

For Rugged, Low Cost All-Wood Boats

Because it provides a very good boat at a minimum price, Striplank construction has met with wide public acceptance. In building by this method, full length, narrow planking with hollow and round edges, is so compressed by heavy clamps operating thru many steel bands encircling the hull on the form, that the nearest thing to an absolutely tight, single planked boat is obtained. In normal use there is no leakage at all.

However, regardless of claims by other makers of this construction to the contrary, IF A STRIPLANK BOAT BECOMES THOROUGHLY DRIED OUT, LEAKAGE MUST BE EXPECTED UNTIL IT SWELLS AGAIN THROUGH SOAKING. The behavior of wood under variations in moisture content makes this inevitable.

With proper care when not in actual use, and with the application of a coat of heavy paint at the beginning of each season, a Striplank boat will give trouble-free, perfect service. It will take a lot of rough and abusive treatment without damage. Built into all Penn Yan Striplank models are many refinements of design not found in others.

All planking is parallel with the gunwale and the full length of the boat. There are no short planks or patches. The garboards meet in the center under the outside, easily replaceable keel.

Half rib floors from stringer to stringer make the bottom just two and one-half times stiffer than usual. There is no flexing in rough water and there are more planking fastenings in the high pressure, under water area.

Great attention has been given to the contours of the hull and deck to secure a very appealing overall streamline effect found only in a Penn Yan. Narrow beaded decking is set inside the gunwales in a real marine fashion.

STRIPLANK SPECIFICATIONS

All Striplank models have keels, keelsons, stringers, seat risers, spray rails, stems and knees, of oak. All have mahogany transoms. Spruce seats, cedar decks and oak gunwales are standard on all except the Aristocrat models where mahogany is used thru-out.

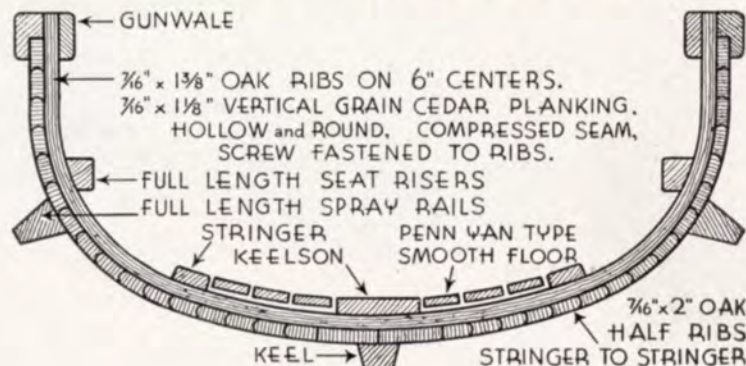
Ribs are of oak $\frac{7}{8}$ " by $1\frac{3}{8}$ " on 6" centers. Half ribs are $\frac{7}{8}$ " by 2" oak. Planking is $\frac{7}{8}$ " by $1\frac{1}{8}$ " vertical grain cedar. Fastenings are either cadmium plated iron, or brass, wood screws.

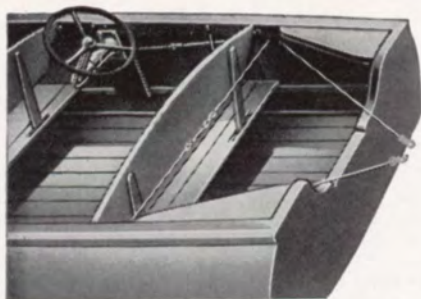
All models are natural finished with spar varnish only except for the outside of the hulls which are enamelled. A sufficient number of coats are applied to secure a finish much above the average in smoothness and luster.

ABOUT WEIGHTS:

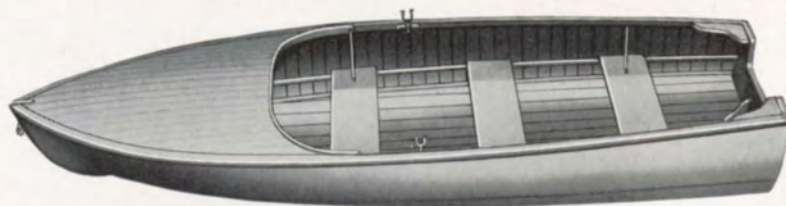
Striplank boats of similar dimensions weigh almost the same regardless of who manufactures them. Some catalogs show weights that in certain cases are as much as 50 pounds below the actual. The weights shown in this booklet are the true average for each model and size.

SECTION THRU STRIPLANK BOAT

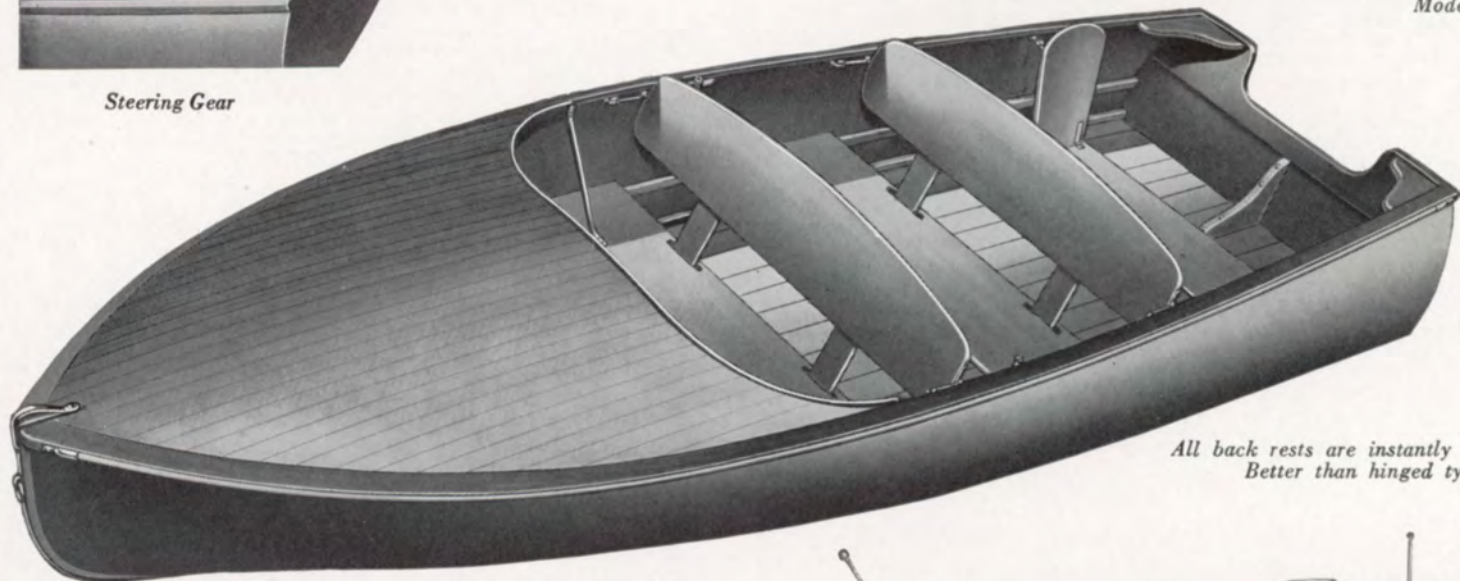




Steering Gear



Model PLD



Model PLS

*All back rests are instantly removable.
Better than hinged type.*



*Special Playmate with forward steering gear,
windshield and lights.*

PLAYMATE

PENN YAN PLAYMATE

COMPOSITE CONSTRUCTION VEE BOTTOM OUTBOARD

Suitable for all Motors

\$220.00 and \$238.00



The Playmate is Penn Yan's finest outboard boat. It has been on the market for fifteen years and thousands of them are in use all over the country. Yearly refinement and improvement make it as near perfect as any boat can be.

Like most fine inboard runabouts it is a genuine vee bottom with all the advantages that only this type can offer. As built by Penn Yan with full round bilge forward running into a deep vee aft, it is softer riding in rough water, faster and more efficient. Its inherent dryness is a matter of common knowledge as there is no substitute for chines that will turn spray down as cleanly and close to the water surface.

The Playmate runs perfectly, either as a displacement boat with the smallest single cylinder motor or as a planing boat with the

largest four cylinder. It takes the turns, wide open with a full bank and is virtually non-capsizable.

This boat may be chosen for any use, anywhere, with any motor, in the complete assurance that nothing finer nor more satisfactory can be had.

Both models have mahogany gunwales and decks and spruce seats. The smooth flooring is removable. Hardware consists of stem band, painter ring, seat braces and one pair of rowlocks, all in polished bronze.

The stock color is Light Blue with Bright Red stripe under gunwale and Bright Red waterline.

Length Overall 15 ft.			Beam 58 ins.		Depth Amidships 23 ins.		Transom Width 50 ins.			Deck Length 64 ins.		
Construction	Decked Model	Weight	Shipping Weight	Code Word	Price	Delivery	Back Rest Model	Weight	Shipping Weight	Code Word	Price	Delivery
Composite	PLD	315 lbs.	420 lbs.	Placid	\$220.00	From Stock	PLS	345 lbs.	450 lbs.	Plaza	\$238.00	From Stock

7½ ft. oars, leathered and varnished, pair... \$ 5.60

7½ ft. varnished oars, per pair..... 4.50

Bow and stern lifting handles..... 1.75

Electric combination bow and stern lights

with battery and switch, installed\$18.00

Khaki tarpaulin cover..... 30.00

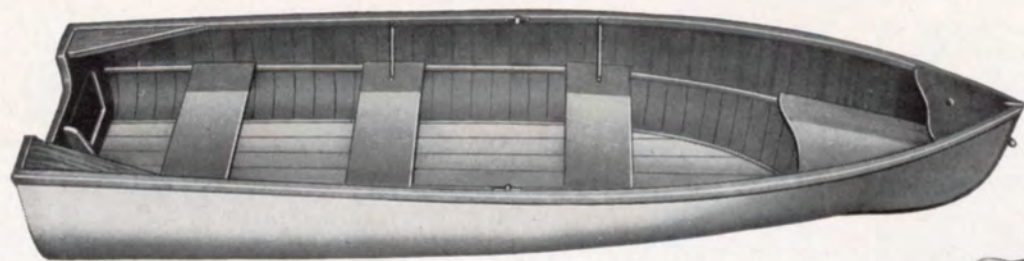
Life preserver cushions, each 1.80

Names, gold and color, 2¼ inch, per letter \$.20

Steering gear, installed..... 29.00

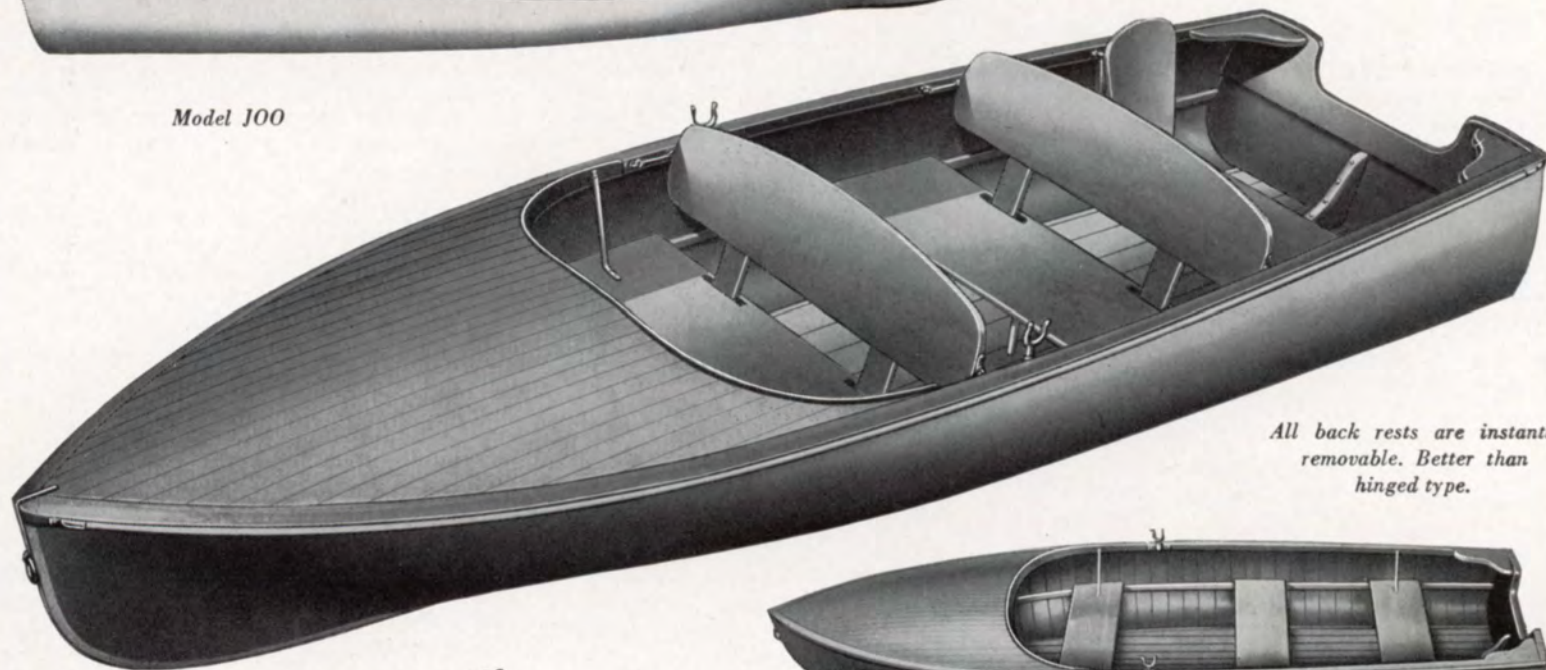
Flag pole and socket..... 2.00

Choose Composite Construction. The guaranteed added all-around satisfaction will more than repay you for the difference in cost.



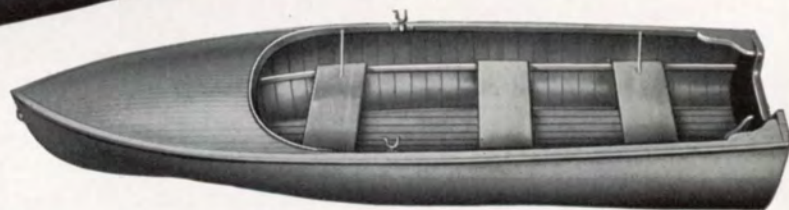
Model JOO

*On special order, full length
spray rails may be had on any
model Coquette, extra, \$7.50.*



Model JOS

*All back rests are instantly
removable. Better than
hinged type.*



Model JOD

COQUETTE

PENN YAN COQUETTE

COMPOSITE CONSTRUCTION ROUND BOTTOM OUTBOARD

Suitable for all Motors
\$170.00 to \$207.00



The genuine excellence of this boat assures it first place in the outboard market. While low in price it has no "low priced" features in its construction. Round bottom design with hard turned bilges carried well forward provide absolute dryness without the need of unsightly attachments to turn the spray.

It is wider and deeper, roomier and safer than the usual boat of its length. Thru bolted triangulated bracing from risers to keel under each seat prevent hull from ever going out of shape. Flat, smooth, removable flooring rather than slats nailed to the bottom. Many other high grade features never before to be had.

Operates perfectly with any size of motor from the smallest to the largest and allows maximum performance for the power used.

Where a high degree of portability is not required and not much rowing is to be done, this boat may be chosen for any use, anywhere, with any motor, in the fullest confidence that no boat can excel it in any particular except the Playmate shown on the preceding pages.

All models have mahogany gunwales and decks and spruce seats. Hardware consists of stem band, painter ring, seat braces and one pair of rowlocks, all in polished bronze. The inside and all trim are finished natural with spar varnish, only. The outside of the hull is enameled.

The stock color is Blue-Green with Red stripe under gunwales.

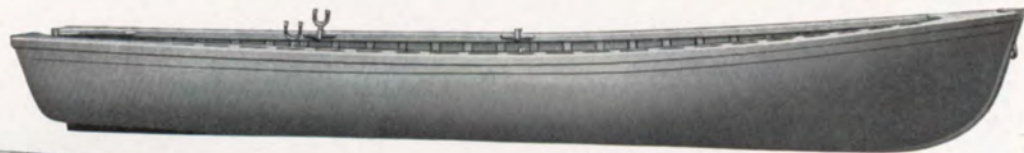
Style	Length Overall	Beam (Width)	Depth Amidships	Transom Width	Deck Length	Model	Weight	Shipping Weight	Code Word	Price	Delivery
Open	14 ft.	52 ins.	22 ins.	50 ins.		JOO	225 lbs.	275 lbs.	Jacose	\$170.00	Four Weeks
Decked	14 ft.	52 ins.	22 ins.	50 ins.	55 ins.	JOD	235 lbs.	285 lbs.	Joyce	189.00	From Stock
Back Rest	14 ft.	52 ins.	22 ins.	50 ins.	55 ins.	JOS	260 lbs.	310 lbs.	Jolly	207.00	From Stock

7½ ft. oars, leathered and varnished, pair...\$ 5.60
7½ ft. varnished oars, per pair..... 4.50
Bow and stern lifting handles..... 1.75

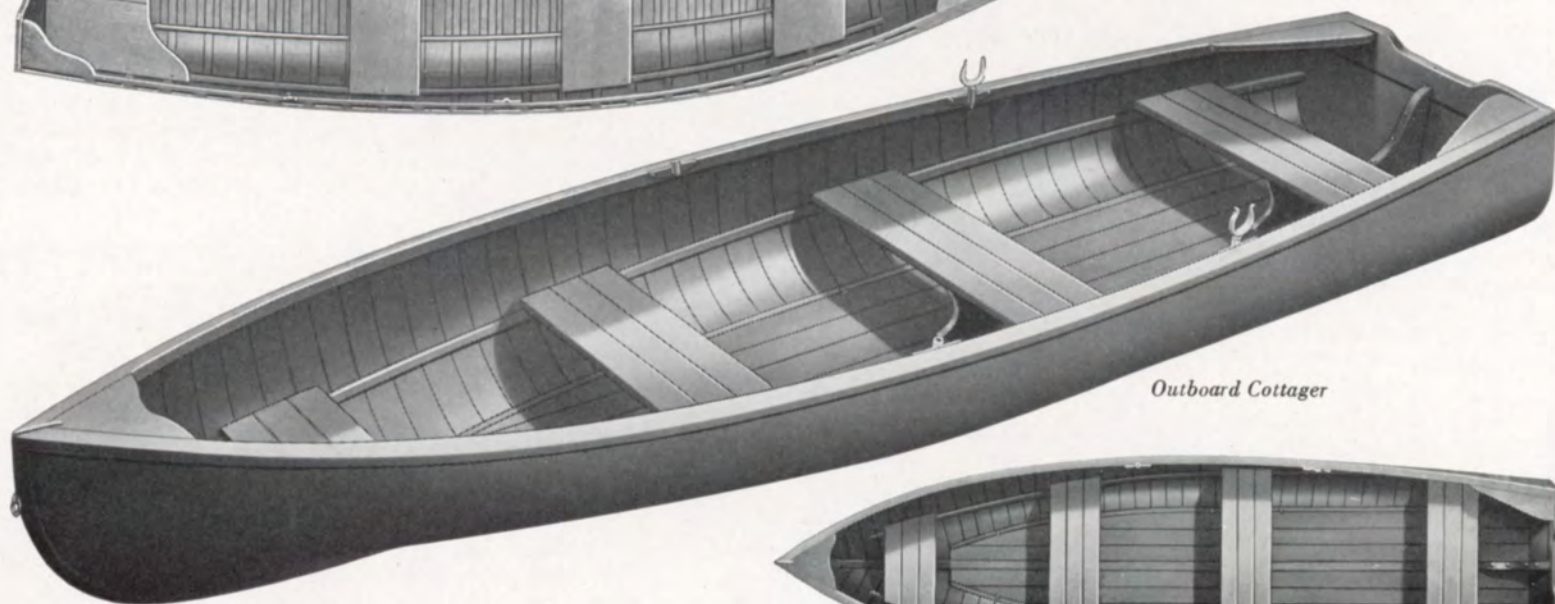
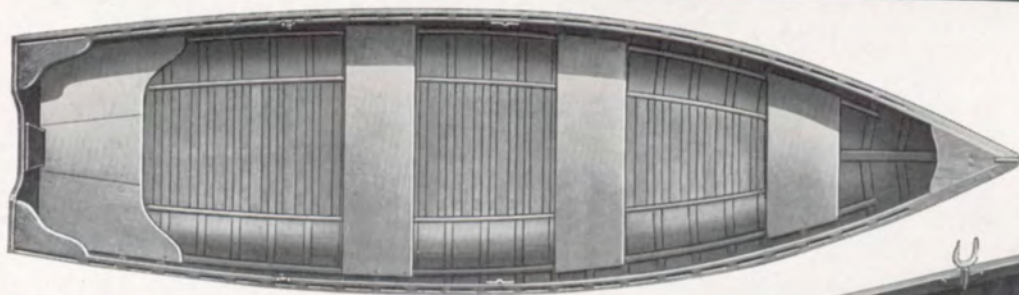
Life preserver cushions, each.....\$ 1.80
Khaki tarpaulin cover..... 28.00
Names, gold and color, 2¼ inch, per letter .20

Electric combination bow and stern lights
with battery and switch, installed.....\$18.00
Flag pole and socket..... 2.00

Choose Composite Construction. The guaranteed added all-around satisfaction will more than repay you for the difference in cost.



Row-Outboard



Outboard Cottager



PENN YAN ROW-OUTBOARD AND OUTBOARD COTTAGER

MONOWOOD, COMPOSITE OR STRIPLANK CONSTRUCTION ROUND BOTTOM

For Oars and Small Motors

\$94.00 to \$124.00



For those who want an exceedingly rugged, all-around boat to use for rowing and with light motors, the Row Outboard is recommended. Nothing better for general purposes or for livery renting is available. It is unexcelled for long distance fishing trips where rowing is to be done after making the run under power.

The hull lines on this boat provide *perfect* rowing qualities. It runs well with small motors, providing the boat is properly trimmed. It will not be found satisfactory with a single person sitting in the stern. With two or more people in the boat, motors up to 5 horse power may be used.

The Outboard Cottager is an extra light, easily handled boat for use with oars or with outboard motors not exceeding 5 horse power. The hull lines are better for motor use than for rowing on this model, but it handles quite well with oars except in high winds.

It is an ideal craft for use with the popular single cylinder motors of less than 2 horse power. In the Composite Construction the Outboard Cottager makes a perfect "trailer boat" inasmuch as it can never leak a single drop under any condition of use.

All-Wood boats, regardless of their method of construction, are likely to leak when normally kept out of water.

All models have hardware consisting of stem band, painter ring, two pairs of rowlock sockets and one pair of rowlocks. The hardware is plain bronze on the Monowood and the Striplank model and polished bronze on the Composite model.

On all models the inside and all trim are finished natural with spar varnish only, and the outside of the hull enameled. Stock color, Blue-Green with Red stripe under gunwales.

Construction	Type	Model	Length Overall	Beam (Width)	Depth Amid.	Transom Width	Weight	Shipping Weight	Code Word	Price	Delivery
Striplank	Row-Outboard	SF	14 ft. Gun.	46 ins.	16 ins.	34 ins.	150 lbs.	225 lbs.	Saffron	\$ 94.00	From Stock
Monowood	Out. Cottager	LP	14 ft.	46 ins.	16 ins.	37 ins.	145 lbs.	220 lbs.	Lapwing	107.00	From Stock
Composite	Out. Cottager	LC	14 ft.	46 ins.	16 ins.	37 ins.	155 lbs.	230 lbs.	Laces	124.00	From Stock

7 ft. varnished oars, per pair..... \$4.20
Life preserver cushions, each..... 1.80

7 ft. leathered and varnished oars, per pair..... \$5.30
Bow and stern lifting handles..... 1.75

Choose Composite Construction. The guaranteed added all-around satisfaction will more than repay you for the difference in cost.

PENN YAN STRIPLANK BOATS

Are the "Blue Chip" Boats in this construction



Great attention has been given to the contours of the hull and deck to secure a very appealing overall streamline effect found in none other than—PENN YAN.

Narrow beaded decking set inside of gunwales. Real marine construction. Properly crowned and curved fore and aft. No "over the top" job of "shingling." PENN YAN.

Oak is used for all framing and trim—cedar for planking and decking—spruce for seats and back rests. Harmonious in effect. PENN YAN.

Back rests high enough to be truly comfortable rather than just ornamental. Solid spruce, substantial in appearance. PENN YAN.

All back rests instantly removable. Hinged backs in a small boat where, either thru desire or necessity, oars are used are a very decided nuisance. PENN YAN.

Improved transom construction. Heavy oak knee to keelson fastened with 4 bolts. Bronze bracket knees to stringers. PENN YAN.

Full length oak seat risers for greater strength and finer appearance. Full length oak spray rails. Smooth floors if wanted. PENN YAN.

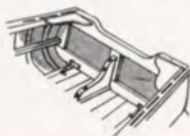
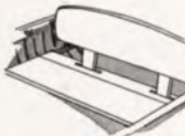
Beautifully finished in a modern blue-green color set off with a brilliant red stripe under gunwale. It sparkles. PENN YAN.

Half rib floors from stringer to stringer make bottom just two and one-half times as stiff as usual. No flexing in rough water. More planking fastenings in high pressure, under water area. PENN YAN.

All planking parallel with gunwale and full length of boat. No short planks or patches. Garboards meet in center under outside, easily replaceable keel. Eliminates leaks. PENN YAN.

Operating thru 14 three inch steel bands encircling the hull on the form, 28 three quarter ton jack screws (21 tons total) so compress all planking seams before the screw fastenings are put in, that they never can open up when in use. PENN YAN.

Every boat tank tested under pressure. Not allowed to go out if it leaks a single drop. Will be perfectly dry when launched. PENN YAN.





PENN YAN FISHERMAN

**STRIPLANK CONSTRUCTION
ROUND BOTTOM OUTBOARD**

Suitable for all Motors

\$114.00 to \$153.00

Model HSO (NSO and HLO have 4 seats)

For use by sportsmen, boats which are not decked over in the bow have been found to be most convenient. There is more room for handling anchors and fishing gear and they are easier to get in and out of when landed nose up on shore.

The Fisherman models are all of the high speed planing type and you can use as much power on them as you like for the pur-

pose of getting you there fast. They are extremely rugged and very seaworthy.

They have rocker type keels, full length seat risers, stringers, stems, knees, gunwales and full length spray rails, all in oak. The seats are of spruce and the transoms of mahogany.

If spray rails are not wanted \$6.00 may be deducted from the price. See note on page 5 about weights.

Length Gunwale	Beam (Width)	Depth Amidships	Transom Width	Model	Weight	Shipping Weight	Code Word	Price	Delivery
14 ft.	48 ins.	18 ins.	44 ins.	NSO	180 lbs.	240 lbs.	Notion	\$114.00	From Stock
14 ft.	52 ins.	20 ins.	48 ins.	HSO	195 lbs.	250 lbs.	Halibut	136.00	From Stock
16 ft.	54 ins.	22 ins.	48 ins.	HLO	230 lbs.	295 lbs.	Harness	153.00	From Stock

Set of three, bow and stern lifting handles.....	\$1.75	Penn Yan type smooth floors, extra.....	14 ft.—\$6.00.....	16 ft.—\$7.00	
7½ ft. oars, leathered and varnished, pair....	\$5.60	Khaki tarpaulin cover, 14 ft.....	\$28.00	Electric combination bow and stern lights	
7½ ft. varnished oars, per pair.....	4.50	Khaki tarpaulin cover, 16 ft.....	30.00	with battery and switch, installed.....	\$18.00
Life preserver cushions, each.....	1.80	Names in gold and color, 2¼ inch, per letter	20	Flag pole and socket.....	2.00

*Note: See page 5
about weights.*

Model HSD

*If spray rails are not wanted
deduct \$6.00 from price.*

Models HSS (2 seats) - HLS - WLS

Models NSD - HLD - WLD

*All back rests are instantly
removable. Better than
hinged type.*

CHALLENGERS

PENN YAN CHALLENGER

STRIPLANK CONSTRUCTION ROUND BOTTOM OUTBOARD

Suitable for all Motors
\$125.00 to \$213.00



Challengers are standard models in a standard construction that meets with wide public acceptance wherever outboard boats are used. They may be purchased without hesitancy for use anywhere, with any size of motor.

These boats have rocker type keels, full length seat risers, stringers, stems, knees, gunwales and full length spray rails, all in oak. The decks are of cedar, seats of spruce and transoms of mahogany. Fastenings are of brass.

The decks are beaded and set inside the rails in the same manner as on a high grade inboard runabout. The removable back rests are high enough to be comfortable rather than just ornamental. The transoms are braced with bolted heavy knees.

Hardware consists of stem band, painter ring, seat braces and rowlocks in plain bronze. The trim and entire inside is finished natural with varnish and the outside is painted, stock color Blue-Green with Red stripe under gunwale.

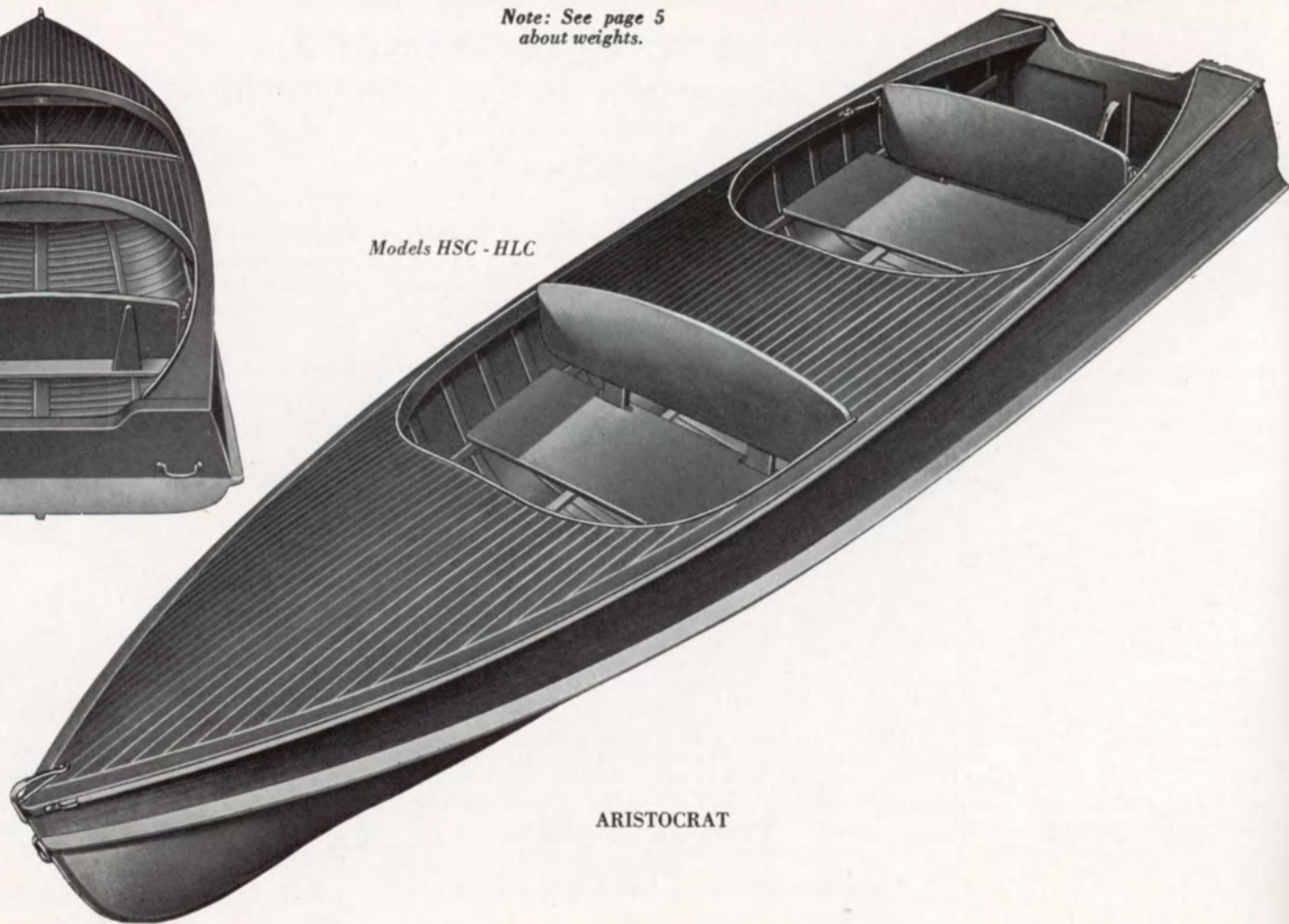
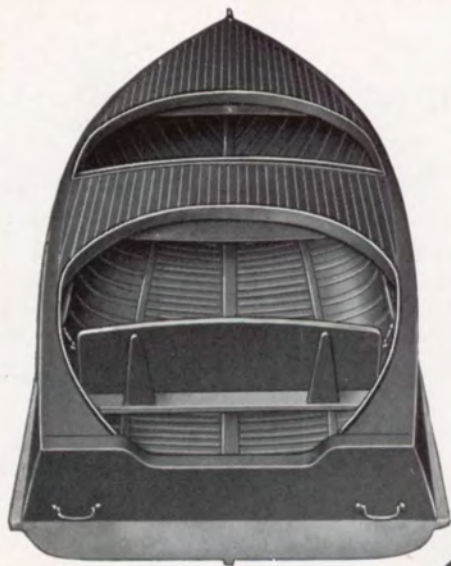
Style	Length Gunwale	Beam (Width)	Depth Amidships	Transom Width	Deck Length	Model	Weight	Shipping Weight	Code Word	Price	Delivery
Decked	14 ft.	48 ins.	18 ins.	44 ins.	52 ins.	NSD	195 lbs.	255 lbs.	Nostrum	\$125.00	From Stock
Decked	14 ft.	52 ins.	20 ins.	48 ins.	56 ins.	HSD	215 lbs.	275 lbs.	Hallow	149.00	From Stock
Back Rest	14 ft.	52 ins.	20 ins.	48 ins.	56 ins.	HSS	235 lbs.	290 lbs.	Haloid	161.00	From Stock
Decked	16 ft.	54 ins.	22 ins.	48 ins.	64 ins.	HLD	265 lbs.	325 lbs.	Harpoon	171.00	From Stock
Back Rest	16 ft.	54 ins.	22 ins.	48 ins.	64 ins.	HLS	285 lbs.	355 lbs.	Harvest	190.00	From Stock
Decked	16 ft.	60 ins.	24 ins.	54 ins.	64 ins.	WLD	295 lbs.	400 lbs.	Warden	194.00	From Stock
Back Rest	16 ft.	60 ins.	24 ins.	54 ins.	64 ins.	WLS	330 lbs.	435 lbs.	Washer	213.00	From Stock

Set of three, bow and stern lifting handles.....	\$1.75	Penn Yan type smooth floors, extra.....	14 ft.—\$6.00.....	16 ft.—\$7.00	
7½ ft. oars, leathered and varnished, pair....	\$5.60	Khaki tarpaulin cover, 14 ft.....	\$28.00	Electric combination bow and stern lights	
7½ ft. varnished oars, per pair.....	4.50	Khaki tarpaulin cover, 16 ft.....	30.00	with battery and switch, installed.....	\$18.00
Life preserver cushions, each.....	1.80	Names in gold and color, 2¼ inch, per letter	.20	Flag pole and socket.....	2.00
Cross back replacing side back on stern seat.....		4.00			

*Note: See page 5
about weights.*

Models HSC - HLC

ARISTOCRAT



PENN YAN ARISTOCRAT

STRIPLANK CONSTRUCTION ROUND BOTTOM OUTBOARD

Suitable for all Motors

\$207.00 to \$262.00



Aristocrats are the luxury boats of the striplank class. They are built to standards of detail design and finish that are *far above* those of any other make. In every respect they are small sized "thousand dollar" runabouts.

The hulls above the spray rails and the decks and trim are in mahogany. There are *no exposed fastenings* in the hull or the deck. The decking is narrow and set inside the gunwales in a real marine fashion. All seams are filled with white compound for tightness and beauty. All mahogany is given *five* rubbed varnish coats.

Half round natural finish oak rub rails with metal rail ends are used to protect and trim the mahogany gunwales. Bow and stern lifting handles are standard equipment. All hardware is chrome plated solid bronze. All fastenings are of brass for salt water. The standard bottom color is Ivory.

Model HSA has 2 seats with 1 side back and 1 cross back rest. Models HLA and WLA have 3 seats with 1 side back and 2 cross back rests as shown in center illustration on page 14.

You will justly be very proud of your Penn Yan Aristocrat.

Style	Length Gun- wale	Beam (Width)	Depth Amid- ships	Transom Width	Bow Deck Length	Center Deck Length	Model	Weight	Shipping Weight	Code Word	Price	Delivery
Bow Deck Only	14 ft.	53 ins.	20 ins.	48 ins.	56 ins.		HSA	255 lbs.	320 lbs.	Hackle	\$207.00	Four Weeks
Bow Deck Only	16 ft.	55 ins.	22 ins.	48 ins.	64 ins.		HLA	305 lbs.	390 lbs.	Haggle	236.00	Four Weeks
Bow Deck Only	16 ft.	61 ins.	24 ins.	54 ins.	64 ins.		WLA	330 lbs.	430 lbs.	Weaver	262.00	Four Weeks
Center Deck	14 ft.	53 ins.	20 ins.	48 ins.	56 ins.	18 ins.	HSC	275 lbs.	350 lbs.	Halter	224.00	From Stock
Center Deck	16 ft.	55 ins.	22 ins.	48 ins.	64 ins.	30 ins.	HLC	325 lbs.	420 lbs.	Hamlet	247.00	From Stock

7½ ft. oars, leathered and varnished, pair.... \$5.60

7½ ft. varnished oars, per pair..... 4.50

Life preserver cushions, each..... 1.80

Khaki tarpaulin cover, 14 ft.....\$28.00

Khaki tarpaulin cover, 16 ft..... 30.00

Names in gold and color, 2¼ inch, per letter .20

Electric combination bow and stern lights

with battery and switch, installed.....\$18.00

Flag pole and socket..... 2.00

Penn Yan type smooth floors, extra.....14 ft.—\$6.00.....16 ft.—\$7.00

*The Story of
the Famous*
PENN YAN "CAR TOP" BOAT
The Ideal Craft for Sportsmen

A boat that can be easily carried on top of an automobile and, when not in use, kept overhead in a garage is a practical craft for *everyone* to own.

Relatively few people have the place or facilities to keep and care for the conventional type of outboard or rowboat without having it subjected to the damage of weathering and possibility of theft. They are also limited to a single location.

The transporting of small boats by trailer is expensive because of license and insurance requirements. It is laborious work to handle the boat and trailer and the combination is a cumbersome general nuisance either at home or on the road.

The ability to hire a boat at any location is always uncertain and lively boats are notoriously unsatisfactory in many different ways. Over a period of time the cost of rentals will pay for a good boat of your own—a "Car Top."

The first requirement of a Car Top boat is that it shall be light enough so that the *average man and woman* can put it up or take it down from the automobile top without exertion.

Actual tests show that the light end of a 60 pound boat (*about 25 pounds*) is the *absolute maximum* that a woman can be expected to handle. Note that it is *not* a matter of simple weight lifting but rather a somewhat complex maneuver of lifting a bulky article from the ground, turning it over in the air and raising it to full arm's length above the head.

The second requirement of a Car Top boat is that it be *long enough* so that the ends can be easily reached when standing upright at the center of the front and rear bumpers. *12 feet* is the minimum that will allow this.

Contrary to what seems to be a general impression, 8 and 10 foot dinghy types of boats are *extremely difficult* to handle on and off a car even though very light in weight. You cannot lift much when standing beside a car and leaning in over a fender.

The third requirement is that the width of the boat shall be such that the rubber vacuum cups on which the boat rides can be simply attached directly to the gunwales of the boat itself and be in the correct position to fit the automobile top. This eliminates entirely the need for any sort of device or attachments on the automobile. This width has been found to be 45 inches.

The fourth requirement is that the boat shall be light enough so that its presence on top of the car will be entirely unnoticed under any conditions or speed of driving. A 60 pound boat has *no* effect at all when mounted on the roof of a car. And the rubber cup mounting makes even the slightest marring to either car or boat, impossible.

Now, with 12 feet of length, 45 inches of width and depth in proportion, we can get a craft that is roomy, safe and seaworthy. By keeping the bottom quite wide and the bow very full and blunt above the waterline we can also get as much carrying capacity and steadiness as is found in the usual 16 footer and without loss of speed. Such a boat will handle beautifully with either oars or an outboard motor and will not be overloaded with 4 persons aboard.

But—all this must be had within the 60 pound weight limit and further—the construction must be such that the boat is strong and durable in every way and absolutely *proof against leaking even a single drop* no matter how long it is exposed to the heat of the fiercest summer sun.

All the knowledge and skill of the canoe and boat manufacturers plus that of aircraft engineering has been used by PENN YAN to produce the *one and only boat* that fully meets—and in some respects exceeds—all requirements. There is no other boat on the market that even comes close to doing it.

Bear in mind that the "Car Top" is a rigid, solid planked, genuine boat and not an inflated, take-apart or cloth-covered skeleton, makeshift.

Years of volume sales with hard use all over the United States has failed to disclose a single weakness or show how any possible improvements could be made in the Penn Yan "CAR TOP" boat.

Beautifully built and finished, it is a possession as personal as your finest fly rod or gun and one in which you will take as much pride and joy.

The name CAR TOP is our trade-mark registered with the U. S. Patent Office.

PENN YAN CARTOP SAILING EQUIPMENT

The loose footed 40 square foot mitre cut sail is of the very best hand roped quality. It carries the "Cartop" Class insignia and the boat number. It is packed together with battens, in a bag.

The spruce mast, 11½ feet high, is streamlined and grooved for the sail bolt rope. It rotates to 45 degrees either way from center. The boom is round with a bronze gooseneck attachment to the mast and fitted for double outhauls on the sail clew.

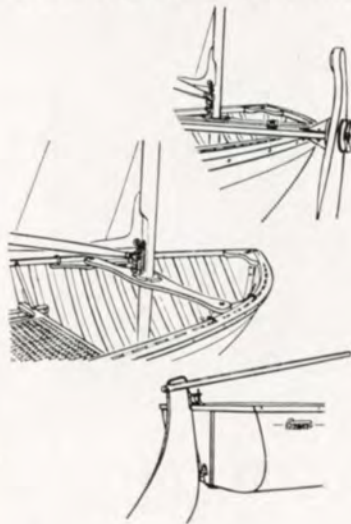
The adjustable mast thwart is held to the gunwales with 4 hook bolts and wing nuts. The leeboard cross arm is held with 2 hook bolts and wing nuts. It carries bronze brackets to which are pivoted the leeboard blades under fibre friction washers and hand nuts.

The rudder has a spring gudgeon at the top and snaps off and on instantly. The tiller is hinged. Only 3 very small bronze fittings which in no way interfere with other uses permanently attach to the boat. All other parts are instantly demountable.

The entire sail rig, including the mast, fits inside the hull and may be carried there, strapped to the seats, with the boat upside down on an automobile top. The sailing equipment weighs 30 pounds. Thus a complete WX sailboat weighs 87 pounds and a WXH 97 pounds.

Remember that on "Cartop Sailers" the first cost is the last. There is no upkeep, storage or operating expense. They are also completely "work free."

Price: Complete rig when packed and shipped separate from boat \$74.00. WX Sailer Complete (Model WXS) \$179.00. WXH Sailer Complete (Model WXHS) \$183.00.





Above—Auto Carry Set

CARTOP BOAT

PENN YAN CARTOP BOAT

AIRCRAFT TYPE COMPOSITE CONSTRUCTION ROUND BOTTOM

For small motors, oars or paddles

\$107.00 and \$111.00



These boats are made for carrying on the tops of automobiles and trailers. They are light enough so that a man and a woman can easily put them up or take them down. A fairly husky man can do the job alone.

No troublesome boat trailer with additional expense for license and insurance. No damage to automobile or cumbersome framing on its top. Stores for the winter overhead in the garage or in the basement.

The construction, which is the same as that used by Penn Yan in the building of flying boat hulls, is absolutely proof against water and weather.

The strength to weight ratio far exceeds that found in any other small boats. The ample dimensions provide a degree of safety and comfort usually found only in craft weighing full three times as much.

The itinerant fisherman, hunter or nature lover will find in these "Car Tops" a perfect solution to the heretofore perplexing problem of getting afloat in a real boat on remote waters.

Built only in spruce trim. Cedar ribs and planking. 8 ounce pyroxylin processed canvas cover. Full length spruce keel. Seat braces, 2 pairs rowlock sockets and 1 pair rowlocks all in bronze. Stock color, Light Blue with Red stripe under gunwale.

Model WX is recommended for motors only up to 2½ horsepower. Model WXH for motors up to 5 horsepower has a half ribbed floor and reenforced transom with a long knee to the bottom.

The Auto Carry Set, offered as an extra, comes complete in a draw string bag. It consists of 4 rubber vacuum cups mounted on fittings which fasten directly to the gunwales of the boat and 4 webbing straps for holding down to the car.

Nothing is attached to the car itself except the straps to the bumpers. Damage is impossible. Suitable for either Sedan or Coupe. It is perfect automobile carrying equipment.

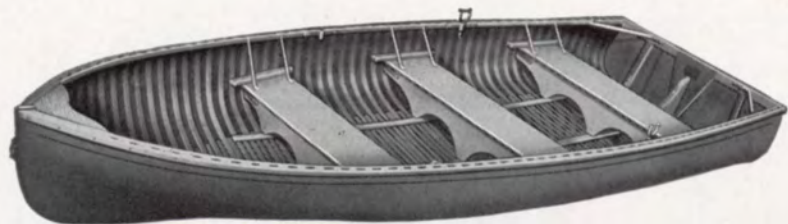
The Cartop boat is now going into its seventh year of constantly accelerating sales. Owners, who in the beginning, are sometimes a bit skeptical of its extreme light weight, invariably are amazed at its stability, toughness and durability in actual use.

Model	Overall Length	Beam (width)	Depth Amidships	Transom Width	Weight	Shipping Weight	Code Word	Price	Delivery
WX	12 ft.	45 ins.	15 ins.	36 ins.	57 lbs.	100 lbs.	Feather	\$107.00	From Stock
WXH	12 ft.	45 ins.	15 ins.	36 ins.	67 lbs.	110 lbs.	Fancier	111.00	From Stock

6 ft. varnished oars, per pair.....	\$3.60
6 ft. leathered and varnished oars, per pair.....	4.70
Auto carry set	8.00
Slat floor rack (add 5 lbs. to weight) WX only.....	2.00

Carrying yoke	3.00
Life preserver cushions, each.....	\$1.80
7" blade spruce paddles, any length.....	2.25

The name CARTOP is our trade-mark registered with the U. S. Patent Office.



Model BXO



Model BXD



FLIER

PENN YAN FLIER

AIRCRAFT TYPE COMPOSITE CONSTRUCTION ROUND BOTTOM OUTBOARD

For Motors up to 16 H.P.

\$156.00 and \$171.00



If you want to get all the speed possible from any motor of up to 16 horse power, this model should be your choice. Only a stepped racing boat will travel faster. With the Flier you will get the thrill of close to record speed for your power in an all-around useful boat.

Tests with a popular nine horse power outboard show a speed of over twenty miles per hour with driver only and over seventeen miles per hour when one passenger is carried.

The exceptional beam of the Flier not only gets the boat up "on top" where it can travel fast with heavy loads but also provides a degree of roominess, steadiness and safety not elsewhere to be had. It is an excellent high speed fishing boat.

The design of the round bilge bottom is such as to produce spray-free level running and hair pin turning with full gravity banking. Unless power recommendations are exceeded, capsizing is virtually impossible.

Construction, which is of the aircraft type, is very rigid and rugged. It will stand any amount and any kind of service afloat but is not recommended for rough usage ashore. The boat will not leak a single drop at any time and the finish will withstand exposure to sun and water without deterioration for longer than any other known type.

Built only in spruce trim with cedar ribs and planking. Eight ounce pyroxylin processed canvas cover. Half rib floors the full length of the cockpit. The deck is of fir Weldwood. Spruce keel and bilge keels protect the bottom.

Hardware consists of bow lifting handle, seat braces, two pairs of rowlock sockets and one pair of rowlocks, all in bronze.

Natural finished throughout in varnish only except for the outside of the hull which is lacquered. Stock color, Chinese Red with Green stripe under gunwale.

Style	Model	Length Overall	Beam (width)	Depth Amidships	Transom Width	Deck Length	Weight	Shipping Weight	Code Word	Price	Delivery
Open	BXO	13 ft.	56 ins.	17 ins.	48 ins.		115 lbs.	195 lbs.	Burrow	\$156.00	From Stock
Decked	BXD	13 ft.	56 ins.	17 ins.	48 ins.	44 ins.	135 lbs.	210 lbs.	Buxom	171.00	From Stock

7½ ft. oars, leathered and varnished, per pair..... \$5.60

7½ ft. varnished oars, per pair..... 4.50

Life preserver cushions, each..... \$1.80

7" blade spruce paddles, any length..... 2.25



The hull of the Curtis-Wright amphibian flying boat shown above was designed and built by Penn Yan. The Aircraft Type Composite Construction used withstands mile-a-minute take-offs and landings in rough water, and is not affected by exposure to the elements. It cannot leak.



These pictures are included in this catalog as evidence of the superiority of the construction of Penn Yan "Car Top" boat, "Carry Canoe," "Flier" and "Aerod dinghies"—which are identical in detail design and materials—for only the best is good enough in the air.



Senior Dinghy



Junior Dinghy



PENN YAN ROWING DINGHIES

AIRCRAFT TYPE

COMPOSITE CONSTRUCTION ROUND BOTTOM

\$117.00 and \$120.00

Weighing only 46 and 48 pounds, respectively, these seven and eight foot dinghies are the long sought answer to the Yachtsman's prayers. Davits or other lifting gear are unnecessary, for they may be taken from the water with one hand and turned upside down on deck or cabin top.

The special construction makes them absolutely water tight at all times, and permits of a finish that will withstand sun and water without deterioration for much longer than any other known type.

The poundage of these dinghies is not a measure of their rigidity and ruggedness. Scientifically designed, they have no weak points or unnecessarily heavy ones. They go to the users with a guarantee that they will prove that it is now possible to own a yacht tender which is completely work free.

Built only in mahogany trim. Cedar ribs and planking. 8 ounce pyroxylin processed canvas cover. Spruce keel and skeg. Half rib floors between seats. Seat braces mahogany lacquered bronze. 2 pairs rowlock sockets and 1 pair rowlocks—lift rings and tow ring all of polished bronze.

Sponge rubber filled heavy cotton roll top fender entirely around gunwales. Fitted for outboard motor use. Stock color, White.

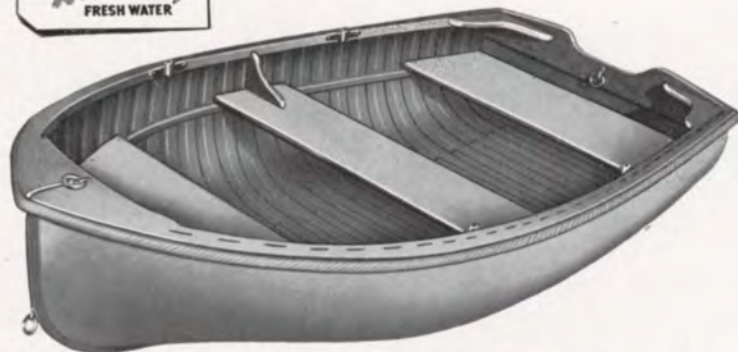
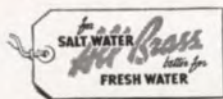


Name	Model	Overall- Length	Beam (width)	Depth Amidships	Weight	Shipping Weight	Code Word	Price	Delivery
Aerodinghy 7	JX	7 ft.	43 ins.	16 ins.	46 lbs.	85 lbs.	Fuzz	\$117.00	From Stock
Aerodinghy 8	CX	8 ft.	44 ins.	16 ins.	48 lbs.	90 lbs.	Bubble	120.00	From Stock

JX tarpaulin\$16.00

CX tarpaulin\$18.00

6 ft. leathered and varnished oars, per pair...\$4.70



PENN YAN UNIVERSAL DINGHY

COMPOSITE CONSTRUCTION ROUND BOTTOM

\$124.00

has been left out that would in any way limit its life or reduce its safety or serviceability. It is the equal of any competitive spruce trim dinghy and superior to some.

Ribbed and planked with cedar and covered with No. 8 canvas. All brass fastened throughout for salt water. Gunwales, transom, full length seat risers and deck are all of oak. Seats are of spruce. Half rib floor in bottom. Fitted with bronze lifting rings and tow ring. Two pairs of plain bronze rowlock sockets and one pair of row locks. All natural finish with spar varnish except outside which is painted. Stock color, White.

A soft cotton fender rope is set in a groove entirely around the gunwale. Note that this is included in the price and not listed as an extra.

This dinghy is exactly the same in model and dimensions as the Penn Yan 8 foot Standard, Model CD — for many years by far the most famous and most widely used dinghy in the world. It has been developed for the purpose of providing the same all around yacht tender satisfaction as the Model CD — but at a substantially lower cost.

While, of course, many of the refinements characteristic of the Yachtsman dinghies are omitted in the Universal dinghy, nothing

Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Model	Code Word	Price	Delivery
8 ft.	48 ins.	17 ins.	95 lbs.	130 lbs.	CU	Cuttle	\$124.00	From Stock

7 ft. leathered and varnished oars,
per pair **\$5.30**

Khaki Tarpaulin Cover.....**\$18.00**
Tripod Canvas Bow-fender..... **3.00**

Extra pair rowlock horns..... **\$ 1.50**
Names, Gold and Color, 2¼-inch, per letter .20

PENN YAN YACHTSMAN DINGHIES

1. Hull design. Full, blunt bow above water line. More carrying capacity, greater safety with less length and weight.

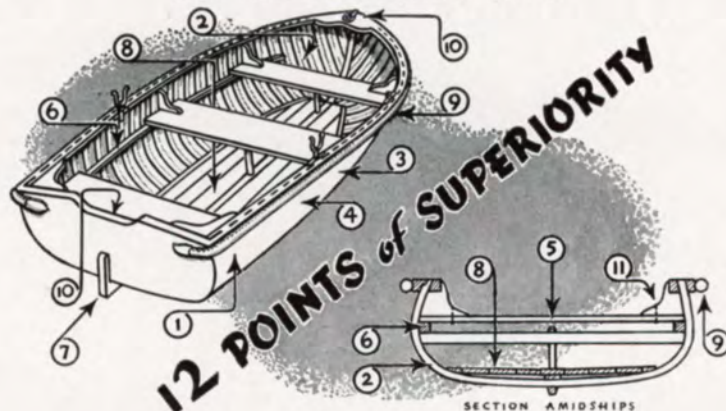
2. Full 3/16" planking rather than usual 5/32". Not likely to be broken between ribs. Better "balanced" construction.

3. 24 ounce canvas cover. Competitive boats have 15 or 18 ounce covers. Stronger, longer life.

4. Pyroxylin filler. Vastly superior to oil base fillers. Does not oxidize canvas.

5. Thru bolted, triangulated bracing under center seat prevents hull from ever going out of shape. Saves possible breakage.

CHECK THESE EXCLUSIVE *Penn Yan* COMPOSITE DINGHY FEATURES
with ALL COMPETITIVE BOATS



6. Full length seat risers bolted in. Cannot come loose. Strengthens hull.

7. Horn timber on skeg for greater strength and stiffness. Keel will not come loose aft.

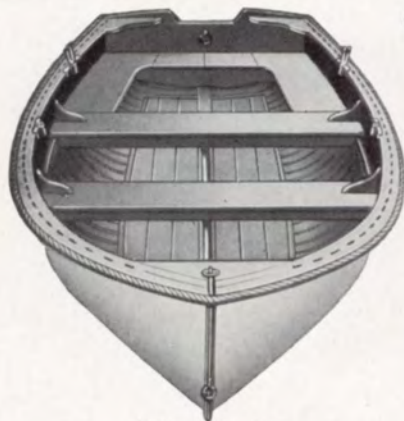
8. Flat, smooth removable floors. No seats.

9. Braided cotton bumper rope. Will not fuzz up like twisted rope.

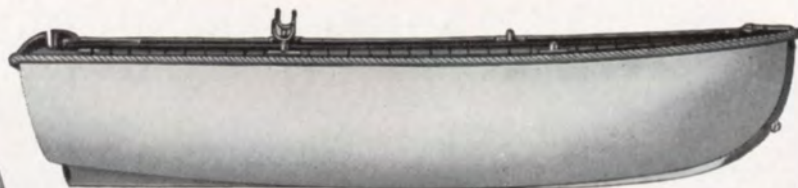
10. Forged bronze lift rings. Not cast. Bow ring on breast hook with linkage to stem.

11. Seat knees bolted in. No wood screws.

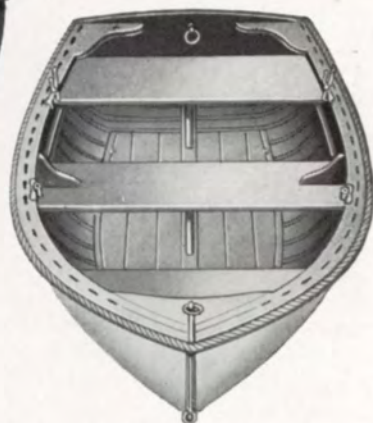
12. Dinghies priced complete ready to use. No confusing list of extras.



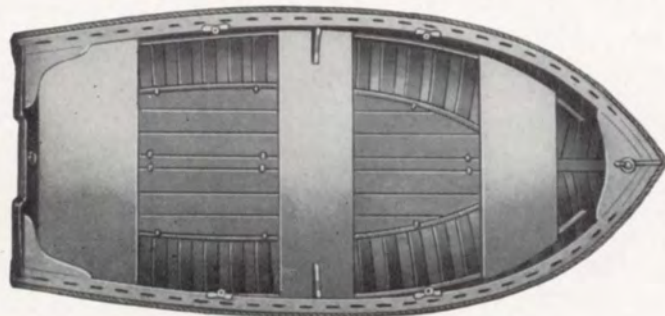
12-Foot Senior



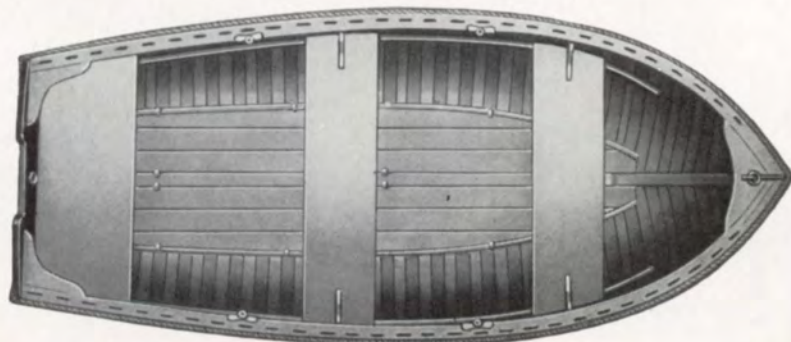
8-Foot Standard



7-Foot Junior



8-Foot Standard



10-Foot Navy

PENN YAN YACHTSMAN DINGHIES

COMPOSITE CONSTRUCTION ROUND BOTTOM

\$138.00 to \$175.00



Nowhere more than in a dinghy does the desirability of the Penn Yan composite construction show to such advantage. The alternate soaking when in water and drying when exposed to the sun ruins ordinary dinghies but has no effect upon a Penn Yan.

The five stock sizes meet practically all requirements. All are of modern wide transom design, strongly reinforced for outboard motor use. Stem bands, towing rings and hoisting rings in bow and soft cotton fender rope set in groove entirely around the gunwale are standard equipment. All hardware is of polished bronze.

All five dinghies are ably designed. They trim properly with any number of persons aboard up to capacity. They are easy to propel, and when fitted with a motor, are faster than ordinary dinghies. They tow properly.

The 7-foot Junior is the smallest practical dinghy made. Although it will carry four adults safely in calm water, no attempt

should be made, if motor is attached to use any but very lightest.

The 8-foot Standard is a wide, deep and thoroughly seaworthy craft—a fine bit of boat-building in every respect.

The 10-foot Navy, a larger edition of the Standard, will carry a bigger load and a heavier motor. The 9-foot Ensign is an in-between size built to the same high standards.

The 12-foot Senior is a very roomy and very rugged dinghy.

Made only in Mahogany trim. The stock color on all models is White. Other colors may be had on two weeks' notice at no extra cost.

NOTE: These dinghies are world famous and the standard by which all others are judged. In comparing costs with those offered in competition, check carefully on what the prices include.

Name	Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Model	Code Word	Price	Delivery
Junior	7 ft.	44 ins.	17 ins.	90 lbs.	125 lbs.	JR	Jupiter	\$138.00	From Stock
Standard	8 ft.	48 ins.	17 ins.	100 lbs.	130 lbs.	CD	Damsel	147.00	From Stock
Ensign	9 ft.	50 ins.	17 ins.	120 lbs.	150 lbs.	LD	Engle	154.00	From Stock
Navy	10 ft.	50 ins.	18 ins.	130 lbs.	170 lbs.	TD	Terrace	161.00	From Stock
Senior	12 ft.	52 ins.	18 ins.	165 lbs.	210 lbs.	WD	Wampum	175.00	From Stock

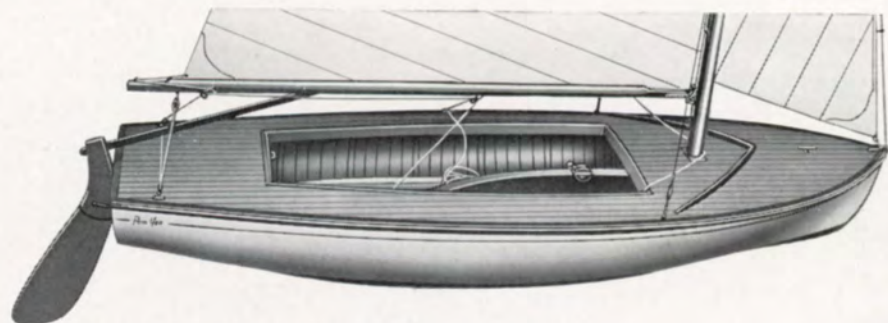
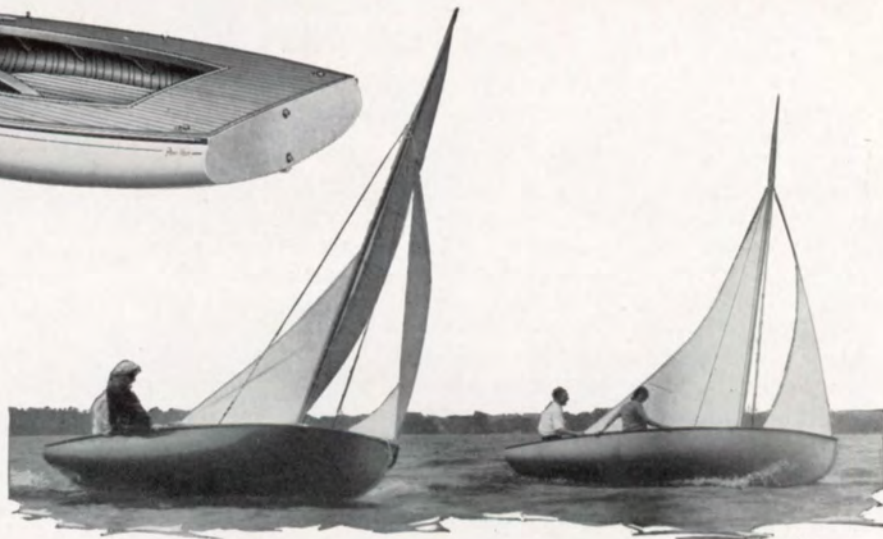
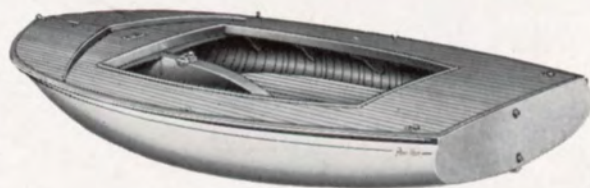
Leathered and Varnished Oars—

6 ft. Junior	per pair	\$4.70
6½ ft. Standard	per pair	5.00
7 ft. Ensign	per pair	5.30
7 ft. Navy	per pair	5.30
7½ ft. Senior	per pair	5.60

Khaki Tarpaulin Covers—Junior

Junior	\$16.00
Standard	18.00
Ensign	20.00
Navy	22.00
Senior	25.00
Tripod Canvas Bow-fender	3.00

Extra pair rowlock horns	\$1.50
Names, Gold and Color, 2¼-inch, per letter	.20
Sailing equipment, see page 34.	



PENN YAN PHANTOM AND VAMPIRE SAILERS

MONOWOOD CONSTRUCTION ROUND BOTTOM

\$374.00 and \$454.00



The Phantom and Vampire Sailers are two of the few really high grade small sail boats available. They strike a refreshing note in a world that is overcrowded with models that have been designed solely with an eye to cheap and easy home-built construction.

The fine lines of the sleek, smooth, round bilge hulls give them far greater speed than can be attained by boats having similar dimensions and sail areas but semi-flat or vee bottoms. They are also more able when the going gets rough.

They balance perfectly on all points of sailing. They are extremely seaworthy, yet fast in light airs. They are exceptionally close winded, and off the wind will actually plane at speeds of from 12 to 15 miles per hour. Study the action picture on the opposite page—it well tells the story.

The hulls are ruggedly built and braced, the smooth Monowood skins being one half inch in thickness. The decks are double planked with cedar over spruce carlins.

The centerboards—of wood, streamlined in shape—are housed in completely enclosed centerwells and operated by a simple and positive push-pull mechanism. All metal parts are of solid bronze. Rudders, hung on spring locking gudgeons, are friction pivoted and will swing up clear when run aground.

The hollow masts are built up, streamline, of spruce. Booms are of solid spruce. Both the mast and the boom are grooved for the bolt rope of the sail. Standing rigging is of galvanized improved plow steel wire. All running rigging is of cotton rope.

All hardware is plain bronze. Sails, with class insignia and number, are equipped with battens and furnished in a bag.

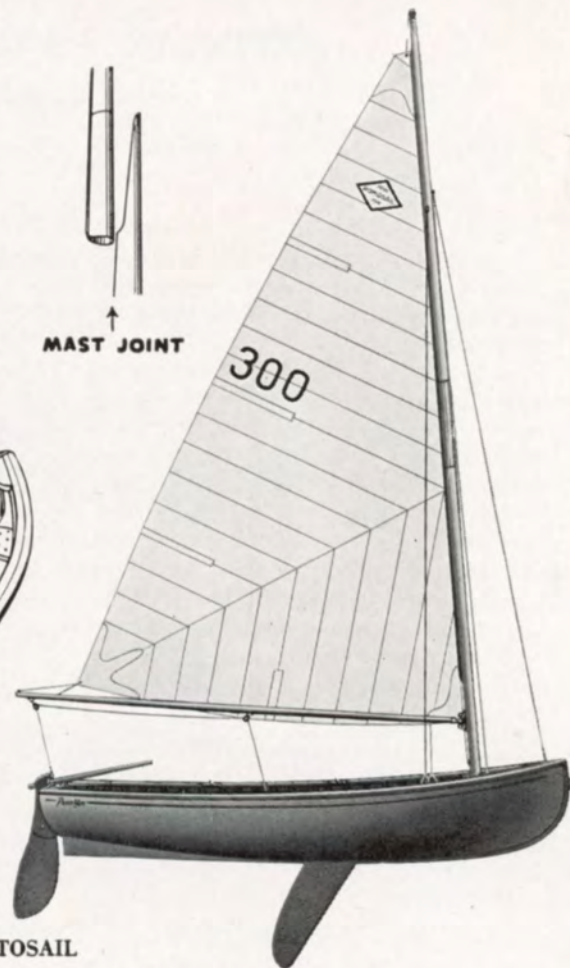
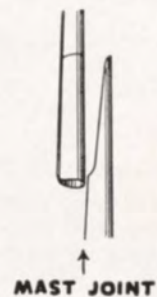
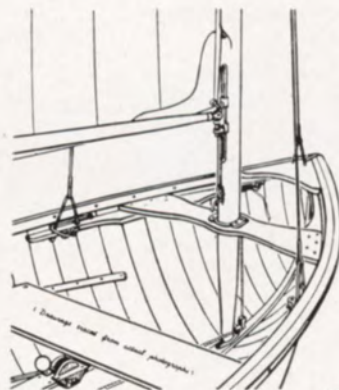
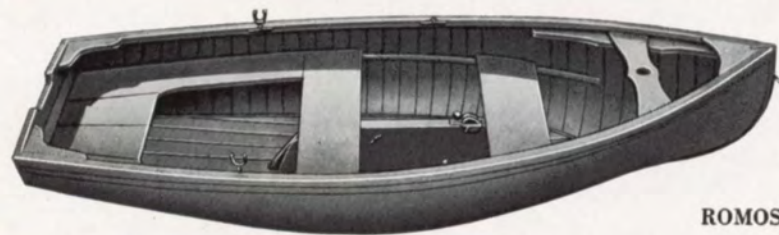
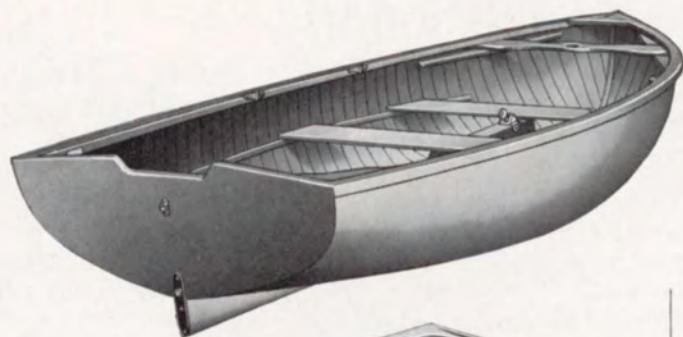
Both models are in mahogany trim. All natural finish, including the cedar decks, except the outside of the hulls which are painted. The stock color is White topsides, Blue waterline and Red bottom.

Either Sailer may be had on special order with polished bronze hardware and other variations from stock.

Name	Model	Length Overall	Beam (width)	Depth Amidships	Sail Area	Draft Center Board Down	Draft Center Board Up	Weight	Shipping Weight	Code Word	Price
Phantom	FS	14 ft.	62 ins.	20 ins.	125 sq. ft.	47 ins.	8 ins.	420 lbs.	585 lbs.	Phenix	\$374.00
Vampire	LS	17 ft.	65 ins.	22 ins.	160 sq. ft.	47 ins.	8 ins.	490 lbs.	725 lbs.	Vixen	454.00

Outboard motor well in stern deck.....\$4.50

For all polished bronze fittings add.....\$12.00



ROMOSAIL AND MOTOSAIL

PENN YAN ROMOSAIL AND MOTOSAIL

All-purpose Boats.

Row, Motor or Sail.

MONOWOOD OR COMPOSITE CONSTRUCTION ROUND BOTTOM

\$215.00 to \$306.00



These boats are comfortable and safe. They are fast and perfect sailers, row easily, tow properly and drive well with outboard motors up to 5 horsepower. They are convertible from sailboats to rowboats or outboard boats in less than one minute.

There are no other small sailboats available which can even approach them for sleek modernness, beauty and efficiency at anything like their prices.

The centerboard is operated by a simple push-pull mechanism in a fully enclosed centerwell. The rudder is friction pivoted and will swing up clear when beached.

The top quality sail is mitre cut, loose footed and hand roped. It carries the class insignia and boat number and is packed in a

bag complete with battens.

The spruce mast is streamlined and grooved for the bolt rope of the sail. It will rotate for 45 degrees either way from center. The wire stays are instantly detachable. A plastic plywood sleeve joint provides taking apart for stowing inside the hull.

The round spruce boom is mounted on a sliding gooseneck. Rigging is of cotton rope. Two pairs of rowlock sockets and one pair of rowlocks are furnished.

Monowood models have plain bronze hardware. Stock color, Blue-Green with Red stripe under gunwale. Composite models have polished bronze hardware. Stock color, White with Red stripe.

Name	Construction	Length Overall	Beam (width)	Depth Amid-ships	Sail Area	Draft C. Board Down	Draft C. Board Up	Trim	Model	Weight	Shipping Weight	Code Word	Price	Delivery
Romosail	Monowood	11 ft. 5 ins.	58 ins.	20 ins.	72 sq. ft.	38 ins.	5 ins.	Spruce	US	235 lbs.	275 lbs.	Urchin	\$215.00	From Stock
Romosail	Composite	11 ft. 5 ins.	58 ins.	20 ins.	72 sq. ft.	38 ins.	5 ins.	Mahog.	USC	250 lbs.	290 lbs.	Umber	250.00	Four Weeks
Motosail	Monowood	14 ft.	60 ins.	22 ins.	98 sq. ft.	40 ins.	7 ins.	Spruce	OS	265 lbs.	345 lbs.	Ostrich	266.00	From Stock
Motosail	Composite	14 ft.	60 ins.	22 ins.	98 sq. ft.	40 ins.	7 ins.	Mahog.	OSC	285 lbs.	365 lbs.	Orris	306.00	Four Weeks

7½ ft. varnished oars, per pair..... \$4.50

7½ ft. oars, leathered and varnished, per pair..... 5.60

Life preserver cushions, each..... \$1.80

For all polished bronze fittings on Monowood Models add..... 12.00

Choose Composite Construction. The guaranteed added all-around satisfaction will more than repay you for the difference in cost.



A PENN YAN BOAT

This smooth running little boat which is so obviously a joy to its pilot and his companion is a Model LC Outboard Cottager. (See page 11).

You who read the Outdoor and Boating magazines have seen this picture many, many times during the past year for it has been more widely used than any other small boat photograph.

It illustrates, better than could any words, the care-free fun which is available to all, within reach of water, thru the possession of a knowingly designed and carefully built craft.

In making your choice bear in mind that the name "Penn Yan" has always meant top quality in a small boat.

PENN YAN STANDARD CANOES

Owasco Model



When you send in your order for a Penn Yan Rainbow—or Owasco—you may definitely expect to receive the most graceful and finely modeled example of the Redman's craft that it has ever been your privilege to set eyes on.

Choice between the two models is a matter of personal style preference only. Both have a handsome "tumble home," shapely decks, nicely modeled thwarts and caned seats.

Spruce trimmed models have gunwales of spruce and decks, seats and thwarts of Mahogany. A full length keel with bronze

stem bands is standard but outside stems and floor rack are omitted.

Mahogany trimmed models have gunwales, decks, thwarts and seats of this wood. *Outside stems and floor racks* are standard equipment.

The ribs are tapered and of white cedar. The cedar planking is brass fastened and covered with No. 8 canvas.

MODELS ONS AND RCS ARE ALWAYS CARRIED IN STOCK in Blue-Green color. OTHER MODELS REQUIRE 4 WEEKS TIME FOR DELIVERY.

Length	Beam (width)	Depth Amid.	Weight	Shipping Weight	Owasco Spruce	Code Word	Rainbow Spruce	Code Word	Price	Owasco Mahog.	Code Word	Rainbow Mahog.	Code Word	Price
16 ft.	34 ins.	12½ ins.	75 lbs.	120 lbs.	ONS	Octave	RNS	Rabbit	\$ 94.00	ONM	Octuple	RNM	Rajah	\$104.00
17 ft.	35 ins.	13 ins.	80 lbs.	130 lbs.	OCS	Octopus	RCS	Raccoon	98.00	OCM	Octagon	RCM	Racket	108.00
18 ft.	36 ins.	13½ ins.	85 lbs.	140 lbs.	OES	Ocher	RES	Raglan	102.00	OEM	Oceanic	REM	Raven	112.00

Double slat back rest..... \$1.75
7-in. blade spruce paddles, any length..... 2.25

Life preserver cushions, each..... \$1.80
Single slat back rest..... 1.25

Name, gold and color, 2½", per letter..... \$.20
Auto Carry Set 8.00

Rainbow Model





PENN YAN HUNTER CANOE

\$89.00 and \$94.00



No other canoe on the market in a similar size and weight even remotely approaches the Penn Yan Hunter in steadiness and carrying capacity. In shape it is actually a cross between a canoe and a boat with a wide, flat bottom and extremely full, blunt ends. In the 15 foot length it is the equivalent of the usual 17 footer in all except weight and speed.

It is designed for heavy loads and rough water — to be stable to fish or shoot from and at the same time easy to portage. It is ideal for fishing trips to trout ponds and other remote and little frequented waters. Often used by hunters for retrieving and for bringing in heavy game from areas inaccessible except by canoe.

The gunwales are of spruce and the caned seats, thwarts and decks of mahogany. Stock color, Khaki with Red stripe under gunwale. No. 10 canvas cover. Regularly fitted with full length keel which will be omitted on special order.

Available on special order in a 10 foot length weighing 38 pounds. Write for price.

Model	Length Overall	Beam (Width)	Depth Amid.	Weight	Shipping Weight	Code Word	Price	Delivery
CM	12½ ft.	34½ ins.	12½ ins.	48 lbs.	90 lbs.	Cameo	\$89.00	From Stock
CL	15 ft.	35 ins.	12½ ins.	58 lbs.	110 lbs.	Calabash	94.00	From Stock

Life preserver cushions, each..... \$1.80

7" blade spruce paddles, any length..... \$2.25

Small slat backs, each..... 1.25

Auto Carry Set 8.00

PENN YAN CARRY CANOE

\$94.00



Learn how to handle a canoe on a portage. Send for the instruction sheet shown below entitled "Penn Yan Shows You How to Shoulder a Canoe in the Expert North Woods Manner."



Here is a really superb sportsman's craft. Only the Aircraft Type Composite Construction—which is exclusive with Penn Yan—makes it possible to build a full sized, rugged 15 foot canoe to actually weigh 44 pounds. (Most 15 footers weigh about 60 pounds.)

With the rubber cup Auto Carry Set (See page 20 for pictures) you can take this canoe with you for hundreds of miles of high speed travel without knowing you have it along.

You can transport it on your back as far into the "bush" as you care to go, without fatigue. Afloat, it

is stable and very fast under the paddle. It will transport two men with full cruising equipment.

The canoe is ribbed and planked with cedar, brass fastened, 8 ounce pyroxylin processed canvas cover. The gunwales are of spruce and the decks, caned seats and center carrying thwart are of mahogany.

A full length spruce keel (will be omitted on special order) protects the bottom. Bronze bang plates on stems. Stock color, Light Blue with Red stripe under gunwales.

Model	Length Overall	Beam (width)	Depth Amid.	Weight	Ship'ng Weight	Code Word	Price	Delivery
FX	15 ft.	33 ins.	11½ ins.	44 lbs.	90 lbs.	Portage	\$94.00	From Stock



Life preserver cushions, each..... \$1.80 7-in. blade spruce paddles, any length..... \$2.25 Auto Carry Set \$8.00

PENN YAN KINGFISHER CANOE



For small motors, oars or paddles

\$114.00 and \$124.00



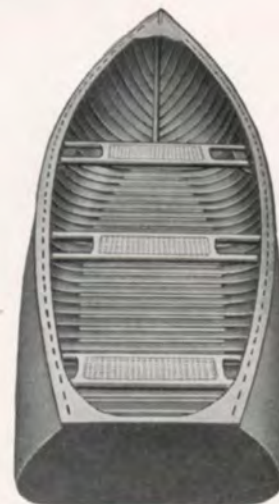
A wholly different design of outboard motor canoe providing an absolute maximum of stability and carrying capacity with an irreducible minimum of weight and bulk. Built exclusively for the sportsman who needs a fishing, hunting or cruising craft that is really transportable. There is nothing else even remotely like it to be had. It has been extremely popular for many years.



With canoe weight, the steadiness and carrying capacity are equal to that of a boat of 50% greater width and depth, and twice the poundage. It runs perfectly with small motors. Row-trolling in it is effortless. Paddles like a canoe. Is exceedingly stable to shoot from. Ruggedly built to stand hard wear and abuse.

Highest quality construction. Finely finished. Half ribs in bottom. 3 caned seats. Polished bronze hardware. Stock color, Khaki with Red stripe under gunwales.

With the Auto Carry set, you can take this canoe along with you wherever you can go with your car. Not recommended for motors of more than 5 horsepower.



Length Overall	Beam (width)	Depth Amid.	Weight	Shipping Weight	Spruce Model	Code Word	Price	Delivery	Mahogany Model	Code Word	Price	Delivery
14 ft.	37 ins.	13 ins.	85 lbs.	150 lbs.	MCS	Fitch	\$114.00	From Stock	MCM	Flume	\$124.00	Four Weeks

Pair 5 ft. varnished oars..... \$3.00
7" blade spruce paddles, any length..... 2.25

Special oarlocks, 4 sockets, 2 horns..... \$5.00
Auto Carry Set 8.00

PENN YAN GUIDE CANOE

\$102.00 and \$112.00



Canoe design here reaches its highest perfection. The type has been developed by wilderness travelers for navigation of swift rivers and rough lakes—to be fast under the paddle and never cranky in any going. Purely functional in design, it has a beauty all its own.

High bows present a graceful appearance in a park lagoon, but they have no place on a sportsman's canoe—they present too much area to the wind. "Short canoes for short trips." The experienced canoeman knows that long canoes are steadier, faster, hold their course better and in every way are easier to handle, even with a lone paddler and no load.

For the lagoon choose the Rainbow or Owasco model—where portability is the main consideration, the Hunter model or the Carry Canoe. But—for fishing, camping, cruising or hunting, the Guide model is by long odds the best.

Mahogany trim models have *outside stem* and *half ribs* included in the price. Spruce trim models do not. Both are regularly fitted with full length keels. Will be omitted on special order. Stock color, Khaki with Red stripe under gunwales.



Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Spruce Model	Code Word	Price	Delivery	Mahogany Model	Code Word	Price	Delivery
18 ft.	36 ins.	13½ ins.	85 lbs.	140 lbs.	GES	Geese	\$102.00	From Stock	GEM	Gnome	\$112.00	Four Weeks

For accessories see page 35

Auto Carry Set\$8.00

Half ribs in spruce trim model, \$4.00 extra.

PENN YAN CANOE SAILING EQUIPMENT



This equipment may be applied to any canoe. The mast seat and step are usually permanently installed and in no way interfere with the regular paddling use. The rest of the outfit is removable.

The spars are of spruce and the sail of Egyptian cloth. All rigging is of cotton rope. The boom is fitted with a polished bronze mast jaw and to this the sprit is hinged. The rig has the safety of the lateen type with the efficiency of the Marconi.

The leeboard cross arm is held to the gunwales by bronze hook bolts with wing nuts. It carries bronze brackets to which the leeboard blades are pivoted under lever nuts.

The rudder, of ample size, is equipped with an endless tiller rope running thru pulleys at the ends of the center thwart.

Mast seat and step installed in place of bow seat.....	\$3.50
Rudder complete with fastenings	6.00
Leeboards	11.00
Sail complete, area 45 sq. ft.....	26.00
Sail complete, area 65 sq. ft.....	31.50



*Use a Penn Yan "Cartop" boat
to catch the big ones.*

REFINISHING AND REPAIR MATERIALS

Spar Varnish . . . 80c a pint, \$1.50 a quart. Synthetic Colors . . . Blue-Green, Khaki, Light Blue or White . . . 80c a pint, \$1.50 a quart. Bright Red . . . \$1.30 a pint, \$2.50 a quart.

Repair Kits for the Canvas Covers, all models boats and canoes, (Specify Model and Color) . . . \$3.00. For perfect, permanent and practically invisible, easily made repairs. Far better than marine glued patches.



Boating or Bailing?

Small boats are usually out of the water more of the time than in. If they are built without a seamless skin as a part of their structure it is always necessary to soak them up before they can be used at all. Composite boats are completely leakless at all times and under all conditions. Monowood boats are normally leakless and at all times are ready to use.

WHEN YOU BUY YOUR BOAT

Remember that any product reflects the experience of the personnel and equipment behind it. Get the benefit of Penn Yan's engineering organization and manufacturing facilities, which are the finest in the world of small water craft. It will pay you thru the perfect fitting of your boat to your purpose—thru the added quality, length of life and satisfaction—thru the assured knowledge that you are getting the utmost possible in value for your money.

PICTURES

Send us prints of any good photos that you obtain of your Penn Yan boat in action. We greatly appreciate this courtesy.

ORDERING A PENN YAN BOAT

All craft illustrated in this booklet are usually available in the stock color for delivery as listed.

Prices include boats complete with oarlocks packed in hay and burlap, and delivered to the transportation company at Penn Yan. Oars, paddles and other equipment are extras as listed.

In writing order give model letters (color if other than standard) and equipment or other extras desired. In wiring order use the code word.

Terms are strictly net cash.

It will save you time and trouble to remit in full with your order.

When accompanied by a 25% deposit your order will be shipped sight draft attached to bill of lading, or C. O. D. for the balance.

APPROXIMATE FREIGHT RATE

Per 100 Pounds of Weight

Mobile, Ala.....	\$ 6.75	Omaha, Neb.....	\$ 5.73
San Francisco, Calif....	11.23	Wilmington, N. C.....	4.75
Denver, Colo.....	8.95	Newark, N. J.....	2.45
Jacksonville, Fla.....	6.10	New York, N. Y.....	2.45
Miami, Fla.....	7.85	Syracuse, N. Y.....	1.40
Tampa, Fla.....	7.38	Cincinnati, Ohio.....	3.20
Savannah, Ga.....	5.68	Cleveland, Ohio.....	2.40
Chicago, Ill.....	3.45	Tulsa, Okla.....	7.15
Indianapolis, Ind.....	3.33	Portland, Ore.....	11.23
Des Moines, Iowa.....	5.10	Philadelphia, Pa.....	2.45
New Orleans, La.....	7.20	Pittsburgh, Pa.....	2.45
Baltimore, Md.....	2.45	Memphis, Tenn.....	5.78
Boston, Mass.....	2.73	Dallas, Texas.....	8.35
Detroit, Mich.....	2.65	Houston, Texas.....	9.83
Grand Rapids, Mich....	3.05	Norfolk, Va.....	3.20
Minneapolis, Minn.....	5.23	Seattle, Wash.....	11.23
St. Louis, Mo.....	4.00	Milwaukee, Wisc.....	3.45

1945



AMERICA'S FINEST SMALL WATERCRAFT

PENN YAN BOATS

CANOEES • ROWBOATS • SAILBOATS • DINGHIES • INBOARDS • OUTBOARDS • RUNABOUTS • CRAFT FOR SPORTSMEN